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**AUG 17 1998**

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August 17, 1998

**BY HAND DELIVERY**

Ms. Magalie R. Salas  
Secretary  
Federal Communications Commission  
1919 M Street, N.W.  
Washington, D.C. 20554

**Re: Ex Parte  
PR Docket No. 92-235**

Dear Ms. Salas:

This is to provide notice that Michele Farquhar of Hogan & Hartson and Susan Pikrallidas of the American Automobile Association (AAA) met on Friday, August 14, 1998, with Dan Connors, Legal Advisor to Commissioner Ness. Gary Ruark of AAA participated by telephone. The purpose of these meetings was to discuss AAA's pending Petition for Reconsideration in the above-referenced matter. The attached material was distributed during the meeting.

An original and one copy of this filing is being provided. Please do not hesitate to call should you have any questions regarding this filing.

Sincerely,



Steven F. Morris

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Ms. Magalie R. Salas  
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Enclosures

cc: Dan Connors



# NEWS

**National Transportation Safety Board**

Washington, D.C. 20594

FOR IMMEDIATE RELEASE: August 10, 1998

SB 98-30

## **TRANSPORTATION FATALITIES HOLD STEADY IN 1997; HIGHWAY DEATHS HIT 42,000, NTSB REPORTS**

WASHINGTON, D.C. – The number of persons who died in transportation accidents in the United States and its territories remained virtually steady between 1996 and 1997, according to preliminary statistics released today by the National Transportation Safety Board. Total transportation fatalities, in all modes, were 44,619 in 1996, compared to 44,603 last year.

Highway fatalities accounted for more than 94 percent of the transportation deaths (42,000) in 1997.

"It is encouraging that transportation fatalities did not rise in 1997, even though more and more people are traveling every year," NTSB Chairman Jim Hall said. "However, highway deaths, among the more preventable in transportation, continue to account for most transportation fatalities, emphasizing the importance of Safety Board initiatives in drunk driving, seat belt and graduated licensing legislation."

The largest increase in highway deaths occurred in the category of light trucks and vans, which experienced 422 more fatalities in 1997 than in 1996. This continues a five-year trend in which this category has accounted for a larger share of highway deaths each year, from 21 percent in 1993 to 25 percent last year. Passenger car fatalities have remained at about 54 percent each year.

The number of persons killed in aviation accidents dropped from 1,093 in 1996 to 976 in 1997, despite a large increase involving aircraft not registered in the United States. The 236 deaths in that category, compared with just 5 in 1996, are mostly attributable to the 228 persons who died aboard a Korean Air Boeing 747 that crashed in Guam in August. While general aviation fatalities increased from 631 to 646, airline deaths fell from 380 in 1996 – the year of the ValuJet and TWA flight 800 accidents – to 8 in 1997.

**Fatalities involving rail transportation fell from 752 to 746 in 1997, with the vast majority (584) being persons walking along or crossing tracks. Deaths among train passengers dropped from 12 to 6.**

**Marine deaths increased from 814 to 870, due to an increase in recreational boating fatalities of almost 100. Fatalities in marine cargo transportation and commercial fishing declined.**

**Pipeline fatalities fell from 53 in 1996 (33 of them in one accident in Puerto Rico) to 11 in 1997.**

**Aviation statistics are compiled by the NTSB. Data on the other modes of transportation are reported to the Board from the U.S. Department of Transportation. The attached table and chart provide a further breakdown of 1996 transportation fatality statistics. All 1997 data are preliminary.**

**NTSB Media Contact: Ted Lopatkiewicz  
(202) 314-6100**

***Note to Editors: This release and other NTSB information can be found on the World Wide Web at [www.nts.gov](http://www.nts.gov).***

# National Transportation Safety Board

## 1997 U.S. Transportation Fatalities

		1996	1997 <sup>1</sup>
<b>Highway:</b>	Passenger cars	22,416	22,227
	Light trucks and vans	9,901	10,323
	Pedestrians	5,412	5,300
	Motorcycles	2,160	2,099
	Pedalcycles	761	800
	Medium and heavy trucks	621	711
	Buses	21	15
	All other	615	525
	<b>Total</b>	<b>41,907</b>	<b>42,000</b>
<b>Grade Crossings: <sup>2</sup></b>		<b>(488)</b>	<b>(450)</b>
<b>Rail:</b>	Intercity		
	Trespassers and nontrespassers <sup>3</sup>	570	584
	Employees and contractors	42	49
	Passengers on trains	12	6
	Light and commuter rail	128	107
	<b>Total</b>	<b>752</b>	<b>746</b>
<b>Marine:</b>	Recreational boating	709	800
	Cargo transport	29	16
	Commercial fishing <sup>4</sup>	76	54
	<b>Total</b>	<b>814</b>	<b>870</b>
<b>Aviation:</b>	General aviation	631	646
	Airlines	380	8
	Air taxi	63	40
	Commuter	14	46
	Foreign / unregistered <sup>5</sup>	5	236
	<b>Total</b>	<b>1,093</b>	<b>976</b>
<b>Pipeline:</b>	Gas <sup>6</sup>	48	11
	Liquids	5	0
	<b>Total</b>	<b>53</b>	<b>11</b>
<b>Grand Total:</b>		<b>44,619</b>	<b>44,603</b>

<sup>1</sup> 1997 figures are preliminary estimates supplied by modal agencies within Department of Transportation.

<sup>2</sup> Grade crossing fatalities are not counted as a separate category for determining the grand totals because they are included in the highway and rail categories, as appropriate.

<sup>3</sup> Does not include motor vehicle occupants killed at grade crossings.

<sup>4</sup> Refers to only operational fatalities.

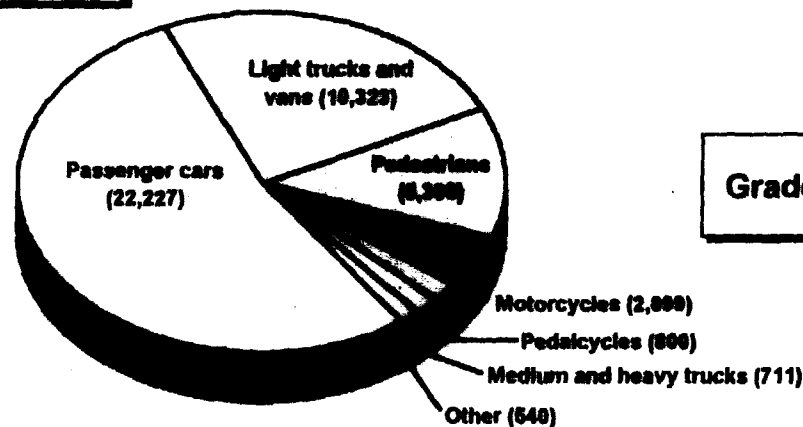
<sup>5</sup> Includes non-U.S. registered aircraft involved in accidents in the U.S.

<sup>6</sup> The number of pipeline-related fatalities for 1996 gas systems includes 33 associated with the explosion in San Juan, Puerto Rico on November 21, 1996.

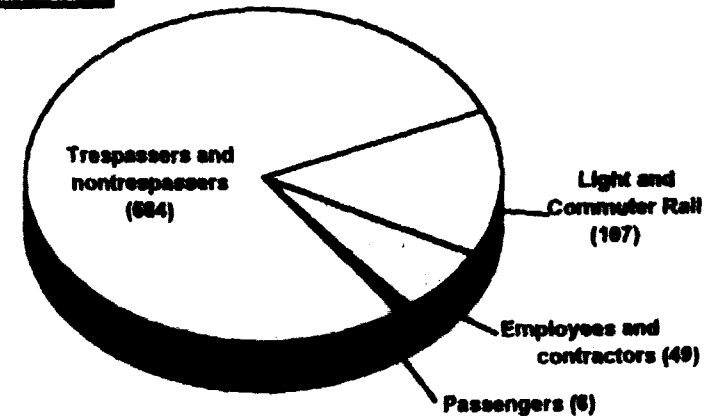
# National Transportation Safety Board

## 44,603 Transportation Fatalities in 1997

**Highway:  
42,000**

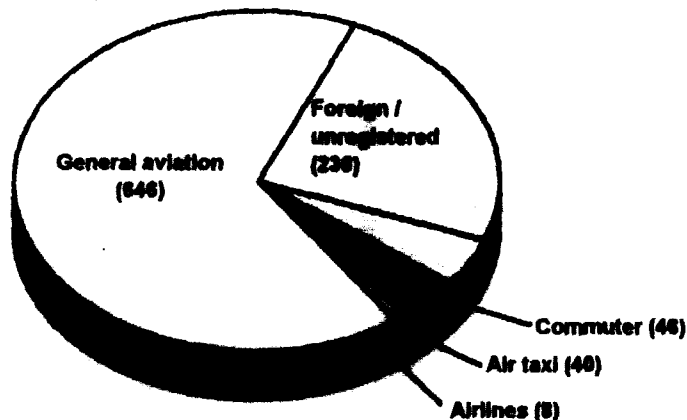


**Rail:  
748**

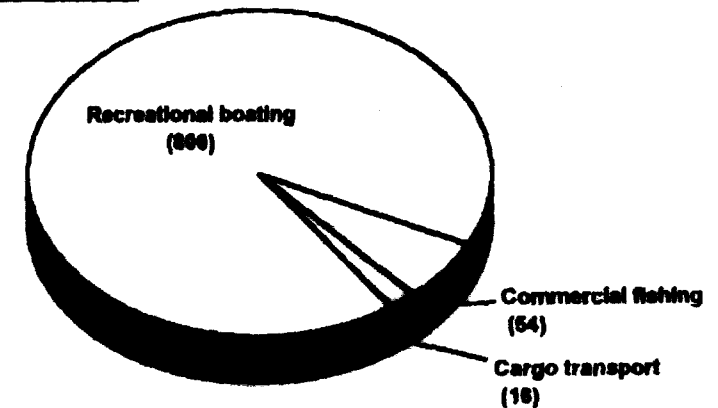


**Grade crossings: 450**

**Aviation:  
976**



**Marine:  
870**



**Pipeline: 11**

Note: All data are preliminary estimates. Grade crossing fatalities are not included in the grand total because they were counted in the rail and highway categories, as appropriate. The pie charts are not drawn proportionately to each other. Aviation data come from the NTSB; all other data are from the U.S. Department of Transportation (DOT).